

INVESTORS JOIN LABOR IN PARLEY ON R. R. TANGLE

Twelve Billions in Securities Represented in Attempt at Solution.

MANAGEMENT IGNORED

Warfield Regional Plan Is Supported—Public Pressure Relied On.

COMMON GROUND SOUGHT

Employees Object to Wage Adjustments Without Other General Economies.

An unusual attempt to untangle the railroad situation was begun yesterday with a conference in which the railroad managements were not represented. A committee speaking for investors holding \$12,000,000,000 worth of securities and acting in behalf of their jeopardized interests sat down in a room in the Hotel Astor with the officers of the Big Four brotherhoods, the shop crafts and the telegraphers. They sat there all day behind closed doors. They restricted the report of their meeting to a general statement made by S. Davies Warfield, president of National Association of Owners of Railroad Securities, who suggested the meeting, and Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers. That amounted to little more than word of a harmonious exchange of views and conviction that a solution is practicable and, with proper cooperation, should not be delayed.

Regional Plan Favored.

Informally, a representative of the security owners said that the labor men received with favor an explanation of the Warfield plan of railroad control submitted to the Interstate Commerce Commission last month. That provides for the coordination of the entire machinery of transportation through the organization by Congress of the National Railway Service and the appointment of four regional boards to supervise management and operation in the four rate territories into which the I. C. C. has divided the country. It is known that the brotherhoods are in favor of a regional board plan as the next best alternative to Government ownership. Therefore the two great groups figuring in yesterday's talk found immediately a ground of common interest. According to the official statement, the discussion covered all phases of the railroad situation, including the "present difficulties involving employee relations," but did not deal in detail with wages and working conditions. One of the men who attended the meeting was asked how it was proposed to force the railroad executives to recognize any plan proposed by the conference.

"Cannot much be done through the force of public opinion," he said. "We have decided to bring about a solution and, while not ready to make known our plan of action, we feel that we are in a position to act. It must be remembered that \$250,000,000 worth of railroad securities mature this year and that few of the roads are taking in enough money to meet the fixed charges. This certainly ought to indicate where the security owners can do some good."

For Government Control.

William Johnston, international president of the machinists' union, said flatly that, while some plan might temporarily avert a crisis now, the only permanent solution was Government control. Any other suggestion of change of management offered merely a temporary remedy, he insisted.

"It is futile for the railroad executives to talk wage reductions at this time," he added, "especially as long as they continue their present wasteful and ex-

PENNSYLVANIA RAIL MEN WILL 'CONSIDER' CUT IN PAY

Union Spokesmen Confer With Road's Managers and Ask for Time—Just Agreement at Reduced Rate Is Anticipated by Both Sides.

Pittsburgh, April 4.—Agreement by the company association of workers to accept a "just and reasonable" wage reduction, and decision by representatives of the unionized shop workers to consider the question and make answer at a later date, was the result of the wage reduction conference here today between the managers' committee of the Pennsylvania Railroad and delegates from the shop crafts.

The company officials proposed wage reductions approximating 22 per cent. for the 44,000 shop crafts employees, which would bring the present rate of 52 cents an hour to a new basis of 40 cents an hour. The workers were represented by three distinct committees—Pennsylvania system Federation No. 80, and the American Federation of Railway Workers, union organizations, and the Mutual Benefit Association of Pennsylvania Employees, which takes in the unorganized forces in the shop trades and some company officials. The company plans for wage cuts the union delegates left the conference and held executive sessions. The mutual association representatives remained to confer with the company officials, after which it was announced that the association had decided to accept any reduction considered "fair and reasonable" by the management. The mutual committee presented a resolution, recently adopted by the board of directors in Philadelphia, in which it was said the association

transigent scheme of operation. Only recently the Pennsylvania Railroad had locomotives repaired in the Baldwin shops spent \$2,500,000 in excess of the cost if the road had done the work itself. Between \$20,000 and \$25,000 was spent in rebuilding obsolete locomotives that originally cost \$9,000 thirty-three years ago.

The foregoing is quoted because it seems fair to mention the drift of the labor man's remarks outside the meeting was about the same inside. As to wage reduction, the Warfield-Stone statement said: "The employees' representatives made plain their attitude toward the adjustment of deficits at their sole expense, unaccompanied by comprehensive methods that will lead to general economies. Messrs. Stone and Warfield said further: 'It was realized that all parties in interest, the public, the investor and the employee, can accept as a satisfactory solution which is not based upon efficient and general economy in service. The discussion was earnest and friendly, and the suggestion that would have no immediate bearing on the existing emergency and should not prevent its immediate consideration on the merits, and that questions of procedure should not be permitted to intensify the extreme peril now confronting American transportation.'"

Railroads Oppose Plan.

So far as known, no reference was made in the meeting to the letter sent last week by A. H. Smith, president of the New York Central, notifying the Warfield committee, and the Brotherhoods that the "attempt to interfere" in the labor situation was "most unfortunate" and that his railroad did not recognize Mr. Warfield's right to call such a meeting. The railroads in general do not favor the Warfield regional board plan. The subcommittee of seven men who met the Brotherhood men yesterday, representing the National Association of Owners of Railroad Securities, are officers of investment institutions owning about \$1,000,000,000 of railroad bonds. George E. Brock, president of the Home Savings Bank, Boston, and of the National Association of Mutual Savings Banks, represented holdings of nearly another billion. These two billions together are about one-seventh of the outstanding bonds of all the railroads.

The conference in addition to Mr. Brock were Louis E. Butler, president of the Travelers Insurance Company, Hartford, Conn., who was represented by Samuel H. Beach, president of the Rome (N. Y.) Savings Bank; Forrest E. Dryden, president of the Prudential Insurance Company, Newark, N. J., who was represented by John W. Steadman, vice-president of Haley Place, president of the

BRINDELL BECOMES CONVICT NO. 72328

Labor Czar Begins Work Today Grading Roads and Lawns at Sing Sing.

Robert P. Brindell, president of the Building Trades Council, arrived at Sing Sing yesterday afternoon in the custody of Sheriff Knott, to begin serving his sentence of from five to ten years for extortion. He will be assigned to work today with a gang grading roads and lawns.

Brindell's 18 year old son and 11 year old daughter went with them to the prison at Sing Sing. The labor czar had difficulty controlling his emotion. The children had followed him in Brindell's own automobile, accompanied by Matthew Brindell, his brother.

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and William O'Connor, his counsel. Brindell said good-by also to six or seven labor union friends. As convict No. 72328 the convicted labor leader will be in confinement for two weeks as a "punchy," and during this period will be denied letters or visits from friends.

TRAFFIC COP CARRIES BLIND MAN TO SAFETY
Rescued From Peril in Broken Trolley Wires.

Traffic Policeman Nicholas Smalley was leading a blind man across the street at Bedford avenue and Fulton street, Brooklyn, yesterday afternoon when an automobile truck loaded with forty sales of cork became entangled in the trolley wires under the elevated structure. The truck tore down the wire system and the blind man became frightened and tried to run. Patrolman Smalley, however, picked the man up in his arms and carried him safely to the sidewalk, though in great danger from the broken trolley wires. The patrolman then cleared the space about the fallen wires and kept the crowd back until the damage had been repaired by an emergency crew of the Brooklyn Rapid Transit Company. Traffic was tied up for an hour and reserves from the Glaze avenue station were called. The truck caught fire from the trolley wires, but the blaze was extinguished.

MRS. A. K. RANKINE MISSING FOUR DAYS

Continued from First Page
tall, with blue eyes, luxuriant light brown hair, a complexion fair, but ruddy and slightly freckled. While she is forty years old she looks younger.

Only Little Money With Her.

When she disappeared she probably had with her only a comparatively small sum of money. She had a small watch suspended from her neck and besides her wedding ring wore two others, one set with diamonds and a ruby and the other with two sapphires and a diamond. Her clothing was a black sport coat over silk shirtwaist and skirt, for she was in mourning. Her gloves were black, her stockings of black silk and her shoes high, black faced gaiters with flat heels. Her hat is described as a rather mannish affair of gray cloth, which she wore well down on her head. Mrs. Rankine acted as matron of honor on the occasion of the marriage of her brother at Pelham Manor in 1915. Mr. Norton's bride was Miss Mary Clare Mullaly, whose brother, William T. Mullaly, is the head of an advertising business at 122 Broadway. Mr. Norton was graduated from Yale in the class of '98 and is a member of the Racquet and Tennis Club and of the Sons of the American Revolution.

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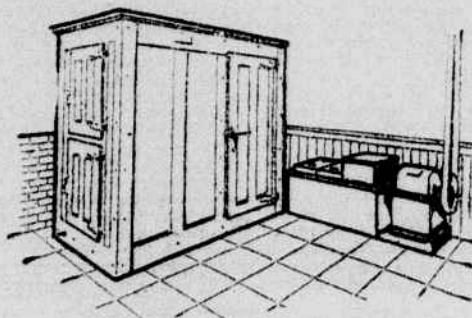
176 Broadway, New York City
175 Remsen Street, Brooklyn

HENRY L. STONE RETIRES.

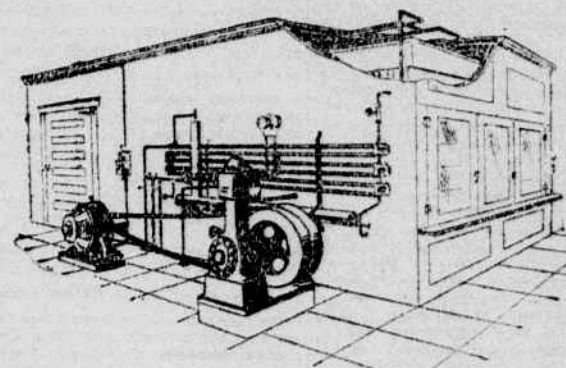
LOUISVILLE, April 4.—Henry L. Stone, general counsel of the Louisville & Nashville Railroad Company, has presented his resignation, effective April 21. Mr. Stone, who is 49, gave his advanced age as the reason for resigning. He has been legal adviser of the road for sixteen years.

SHOES COST 21 CALF SKINS.

Dubuque, April 4.—The sale of twenty-two calf skins gave him barely enough money to buy one pair of shoes, according to Frank Herman, a Dubuque county farmer, who received six cents a pound for the skins when he brought them to town today. He bought a pair of shoes for \$12 and had \$1.20 left.



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So great has been the interest of the public in automatic refrigeration that arrangements have been made to exhibit a number of smaller units in actual operation during the present week at the Irving Place Showroom of this Company

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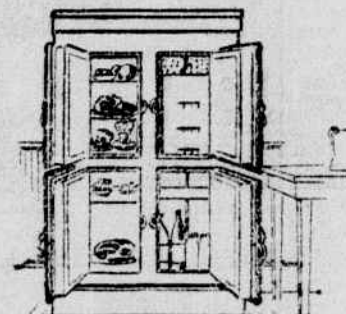
Everyone is invited. There is no charge for admission

From Monday, April 4th to Saturday, April 9th

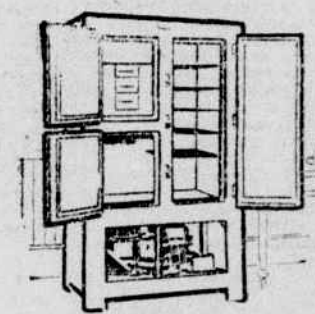
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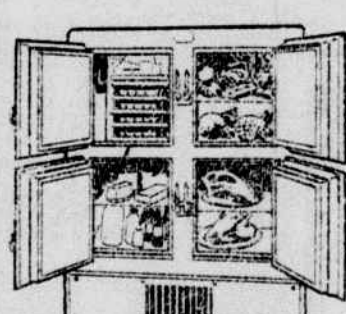
Irving Place and 15th Street



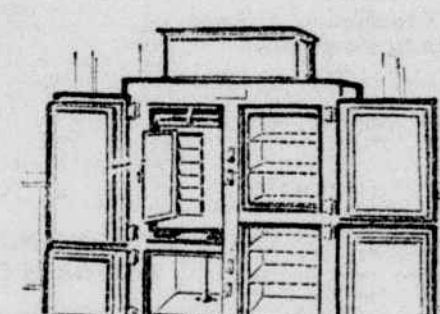
Kew-Forest Electric Refrigerator



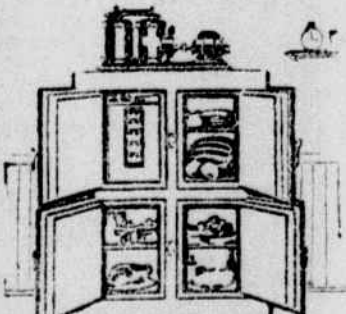
Frigidaire Electric Refrigerator



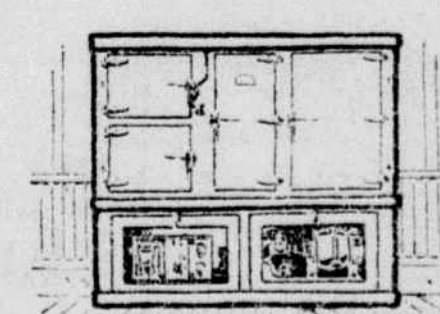
Frigidor Electric Refrigerator



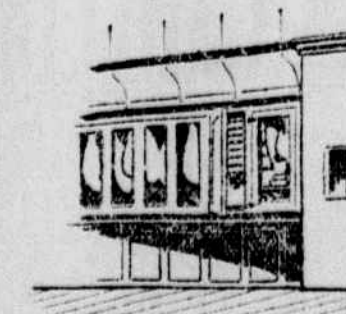
Simplex Electric Refrigerator



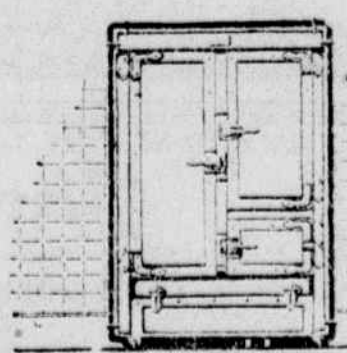
Isho Electric Refrigerator



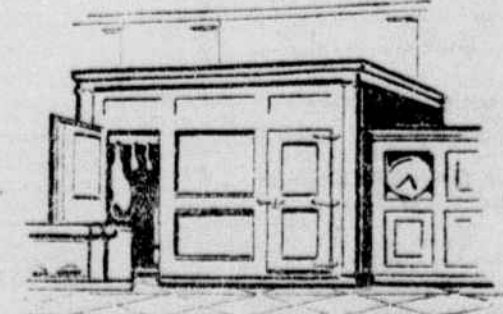
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SPRING 1921